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DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 33. CLEVELAND, O., AUGUST 23, 1888. $2.00 PER ANN SINGLE COPIES 5 CEN

ATLANTIC STEAMER CITY OF NEW YORK.

The illustration on this page will serve to convey a fair idea of the appearance of the magnificent and powerful vessel, of which so much is reasonably expected in reducing the already low time record of Atlantic transit, and in adding to the comfort and indeed luxury, of ocean travel. The dimensions of the City of New York are as follows:

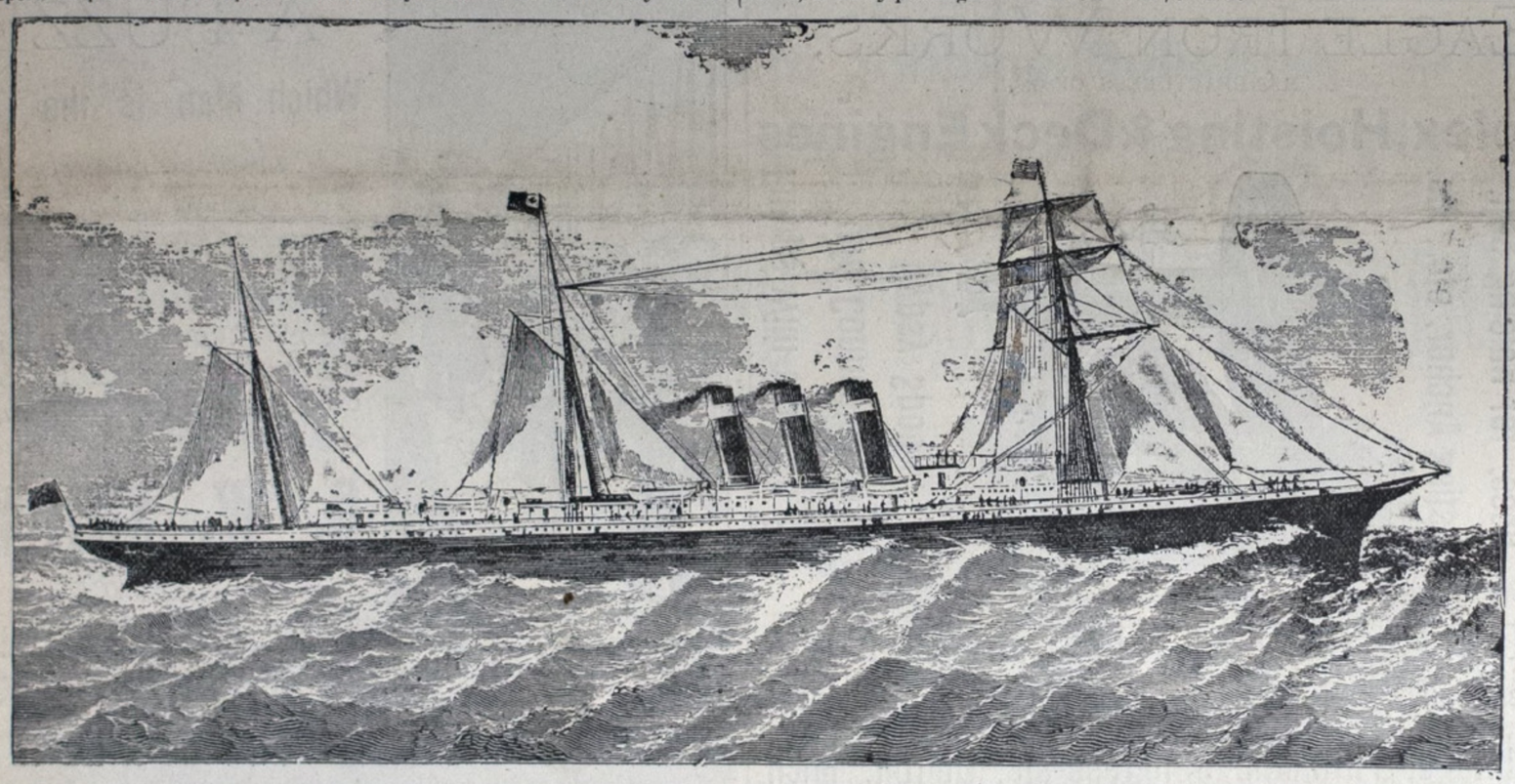
Length on load water line	525 feet
Length over all	560 "
Breadth	63¼ "
Depth moulded	42 "
Tonnage, gross	10 500 tons.

It will thus be seen that it is second in size only to the Great Eastern; while, as might be expected, the developments of thirty-one years have resulted in the production of vessels which leave the leviathan a long way in the rear. It is, perhaps, premature to speak at present of the speed to be attained by the City of New York; but there can be little doubt that the anticipated rate of nineteen knots per hour is within her capabilities. The vessel is built of mild steel, and it presents many interesting features in its construction, not the least important of these being the provisions made against all chances of sinking, or a close approximation thereto. Not only is she divided into no less than fifteen water tight compartments by transverse bulkheads, but in addition to this the engine and boiler room compartments are subdivided longitudinally by other water tight bulkheads; while the presence of two bottoms, at a distance of four feet from each other, extensively subdivided, adds materially to the other precautions for keeping the ship afloat after damage by either collision or grounding.

When it is remembered that, with its full accommodation for officers, crew and passengers the ship will have 2,000 souls on board, the vital importance of these precautionary measures for their safety will be abundantly apparent. The accommodation for passengers is most extensive and luxurious, arrangements being made in it for 630 first-class and 390 second-class, together with a large and lofty saloon, and a promenade deck, extending over nearly half of her length. The dome over the saloon is 53 feet long and 25 feet wide, extending in height through three of the decks, of which it may be remarked that the vessel has no less than five.

As already remarked, the machinery spaces are divided longitudinally at the middle line, and this arrangement is necessarily associated with twin screw propulsion, and consequently with two sets of engines and boilers, wholly separated from each other, and capable of independent action.

In this way the navigation of the ship is insured in the event of an accident to either set of engines, a provision not without its value, as many passengers will know who have had the ill-luck to be on board a steamer in mid-Atlantic with a broken shaft or otherwise disabled machinery. The designers of this vessel have not been content to travel on a beaten track, or merely to improve on pre-existing arrangements. In many particulars throughout the construction are to be found departures from current practice. This is to be seen in the framing, and more noticeably still in the arrangements at the stern for propulsion and steering. The rudder fitted to the City of New York is of a novel description, patented by Mr. J. R. Thompson and Mr. Biles. It is of the "balance" type, but wholly different from the balanced rudders hitherto placed in ships, being a continuation, or rather a part, of the lines of the vessel, and actuated by hydraulic power. It is very strong, and wholly submerged, being in this way especially suited for war ships, and therefore a valuable feature in a vessel which may be employed as an armed cruiser.



FORE AND AFT.

The steamer Groton on reaching Detroit is to be rigged out as a schooner again and will tow no longer.

Permission has been granted to change the name of the barque Richard Hutchinson, of Chatham, to Russia.

The marine department of Canada is sending two steam fog horns to Gray Duck Island at the head of Lake Huron.

The new propeller Scranton, building at Cleveland for the Lackawanna line, is expected to be ready for business Thursday.

The secretary of the treasury appointed Charles M. York, of Houghton, Mich., inspector of hulls for the district of Superior.

Iron makers are full of confidence, judging by their talk. Orders are big, and prices are bound to advance, they say. It is so with coal men, too.

The schooner Mary Stuart, with coal from Charlotte to Belleville, which went ashore in Mexico Bay recently, is under contract to be released for $1,500.

The steambarge D. Leuty blew out her cylinder head Saturday and is at Kewaunee with her barges. She was towed to Milwaukee for repairs.

The steambarge New Era, with consort Grummond went ashore one mile north of point Betsey, Friday. They are lumber laden for Racine. The tug Campbell released them.

Messrs. Alexander Stephen & Sons, shipbuilders, lighthouse, Glasgow, are in the habit of launching steamers built at their yard with engines and boilers fitted complete, and steam up.

The schooner Delaware, owned by Robert Downey, Oswego, went ashore at Sandy Creek. She was loaded with coal for the Rathbun company. The crew were rescued by the life saving staff.

Not having been able to kill the lake business by the immense amount of shipbuilding there is serious talk of trying it again. Any amount of figuring is reported at Cleveland, but no contract as yet.

Captain Henry R. McConley has been commissioned chief harbor master, of Chicago, vice James Irwin resigned. Captain Mac will be remembered as commander of the Jay Gould and as mate of the new Chemung. —*Inter-Ocean.*

Lieut. Bell, of the United States navy at Toledo, is positive a vessel was struck by a water spout on Lake Erie Sunday, as when the sky became clear the vessel, which but a few moments before was visible, was nowhere to be seen.

The propeller Chemung arrived in Chicago at 3:50 a. m. Thursday, having left Buffalo at 2:50 p. m. on Monday. This makes her running time 62 hours and 45 minutes and shortens the record 40 minutes between the two points.

It is rumored that Captain George Crawford, with Rochester and Oswego capitalists, are in Scotland negotiating for the purchase of a Clyde built steamer to ply triweekly between Rochester and Prescott, calling at the principal intermediate points.

The wrecking expedition after two week's work, has succeeded in releasing the schooner I. N. Foster. She is in good condition, only making about eighteen inches of water in twelve hours. She will be towed to Manitowoc, where she will receive a thorough overhauling.

The eastward movement of flour and grain from the west through Buffalo, for the month of July, 1888, showed an increase of 1,600,469 barrels in receipts of flour, and decrease of 2,191,915 bushels in receipts of grain. Compared with the same month last year, the receipts of flour were the largest in the history of the trade, being 1,947,070 barrels for the month of July.

The steambarge Laketon, wrecked last fall 40 miles west of Whitefish Point, was released by Captain Jex. She will be taken to the Port Huron drydock, for repairs. Captain Jex has removed a portion of the propeller Pacific's machinery, and is now engaged in unloading the schooner Russell, sunk several years ago in a collision ten miles east of the Sault in 50 feet of water. The Russell has still nine hundred tons of ore in her. Three divers are at work. She will be raised with pontoons.

The propeller Avon, of the Union steamboat company, while midway between Chicago and Milwaukee, bound for the latter port, collided with a lumber laden schooner shortly before daylight Saturday morning. The schooner was bound for Chicago, and turned out to be the Evra Fuller. The Fuller's bowsprit and jibboom was carried away, while the Avon's port bow was pretty badly stove in. The Fuller arrived here and the Avon put into Milwaukee, where the rend was jacketed and the steamer went on to Buffalo.

The New York Maritime Register says: From recent statements of men who claim to know the truth in the matter, it would appear that the Panama canal will not be open for business in 1890, or even 1900, despite M. De Lesseps promises to that effect. Indeed, for the present the Panama canal seems to be in more than a bad way. Its opening may be postponed until sometime in the twentieth century. The Nicaragua canal scheme has now its opportunity. The proposers of this canal claim much in its favor, not the least being the statement that the route possesses great natural advantages over that by way of Panama. It should be built and open for traffic before the Panama canal, if we are to believe all that is claimed by its projectors.

The house took up the fortification bill, when Nutting of New Hampshire offered an amendment appropriating $500,000 for the erection of a drydock and proper machinery, buildings and appliances at some point on Lake Ontario for building and repairing armed ships. Nutting said that in case of trouble with England the greatest danger to the United States would be on her northern frontier line. At Kingston, almost within cannon shot of the shores of the United States, Canada, a dependency of England, was building a drydock for the construction of war vessels. Farquhar declared that the state of New York, independent of any other state, would take the contract to take care of Canada and her five millions inside of five days. The country which has passed through a terrible war, and which has possessed a million veterans who had worn blue and grey, asked no odds from Canada or her parent government.

AROUND THE LAKES.

CLEVELAND.

The tug W. D. Cushing is in dock for repairs to her wheel.

The steamer Pearl is receiving a new smoke stack from the Globe Iron Works Co.

Samuel Law's yacht, Nellie M., had two sticks taken out of her during the blow Tuesday evening and Samuel and his partner narrowly escaped a wetting.

The third Hill boat, known as No. 20, and probably named the North Star, will be launched from the Globe yard the latter part of the month, probably the 29th.

The new car ferry, building by the Cleveland Ship Building Co., is nearly half plated, and will receive three or four of her boilers this week. She is being pushed as rapidly as possible and the prospects are she will be finished as soon as expected.

Tuesday morning Samuel Law, who keeps a boat house on the West Government Pier, rented a sail boat to three small boys, who, not understanding the management of boats, capsized near the west side of the breakwater. They were rescued by the life saving crew.

The Globe Iron Works Co. have just finished two more large sulphite boilers each 40 feet long 13 feet diameter weighing 35 tons made of ⅞ inch plate, the heads of inch plate. They will be loaded on the barge Montcalm and towed to Port Huron by the tug Pathfinder.

At the Cleveland Drydock they had the tug Allie May in dock for new wheel, schooner John O'Neil for bottom calking, tug J. R. Worswick for ironing bows and repairs to stern bearings, the G. B. Dickson repairs to stern bearing and calking, the scow Joe Todd calking bottom, schooner South West putting in some new planking and bottom calking, and the schooner Woodward for calking.

The schooner Emma Hutchinson narrowly escaped going on Avon Point, during the blow Tuesday night. She left this port, light, in tow of the steamer Rube Richards, bound for Toledo, to load coal. When just above the point the tow line parted and the schooner came very near being driven on the beach. The triantic stay carried away, and rolling in the trough of the sea, she lost her mizzen mast and main top mast, the mizzen snapping off close to the cabin roof. The captain, seeing no possible chance to make canvass and sail out of his close quarters let, go both anchors, but for a time it looked as if the schooner would go on the beach spite of all, but finally the anchor held. The tugs John Gregory and Dudley and the life saving crew went to their assistance Wednesday morning and carried lines from the tugs to the distressed vessel and worked at the pumps, as she was leaking badly. Wednesday night she was brought in and is now lying at the Cleveland drydock for repairs. She will be repaired and ready for sea in about two weeks.

The new Lackawanna steamboat, Scranton, an illustration of which appeared in these columns at the time she was launched, cleared from the dock below Main street bridge, at 7 o'clock last evening for Buffalo on her maiden trip, to load coal for Chicago. A number of the officials of the Lackawanna railroad company were among the passengers, namely: President Holden, Secretary J. McWilliams and Manager M. M. Drake; Mr. Robert Wallace, Mr. Bristow, Mr. Quincy Miller, of the Cleveland Ship building company, representative of the MARINE RECORD and Mr. H. J. Livingston, of Toronto, Ontario. As has previously been said, the Scranton is finished and furnished somewhat finer than the Lackawanna, the first boat built for the line. They expect to make the run in somewhat less time than the Lackawanna. Captain Davis is master of the Scranton, Mr. Hugh Phillips, mate; chief engineer, W. L. Walker; assistant engineer, John Douglass. We cannot end this paragraph without saying that Beverly was found sitting on the compass.

KINGSTON.

While going through Galops rapids the steam barge Saxon struck and had had her foremast knocked off. She is being repaired here.

RIGHT AND LEFT.

Editor Marine Record, Cleveland, Aug. 13.

Having noticed so many opinoins on the subject of having a uniform system of revised steering gear, I thought that it would do no harm for me to give you my opinion also, so that it may go before the public in the columns of your paper.

My plan for regulating this diversified thing is as follows:

First, All vessels and steamers should have their steering gear work the same way, the same as on the ocean. When the order is given to go to the left, to starboard, the man at the wheel puts the wheel to the left, with this the rudder goes to the left, and the ship's head goes to the left. When the order is given to go to the right, to port, the man puts the wheel to the right, with this the rudder goes to the right and the ship's head goes to the right. Where is the need of the words port and starboard? Why are the words port and starboard used at all in regard to steering so long as we can use the words left and right. When we adopted the wheel instead of the old tiller why didn't we adopt a suitable order to be used with the wheel, and throw away the words port and starboard, which belonged to the tiller and not to the wheel. As the wheel works opposite to what the tiller did, surely the same order would not do. When the order port is given to a man steering with a tiller he puts his tiller to port, and when ordered to starboard, he puts it to starboard. This is how the orders port and starboard originated. But the moment that we invented the wheel and patent screw, and when we proposed to work or turn it in an opposite manner to the way in which we put the tiller, at that very moment there should have been an order given with it as much different from port and starboard as there is difference in the wheel and tiller. Of course I know that it is the vessel's stern that goes out of line by the power of the water pressing against the rudder when the wheel is put to port or starboard; but what good will this do to know; if I see a vessel ahead, and think that she is liable to run into my vessel; will it do any good for me to go and look over the stern? I answer, no. The head is what we must watch. If I am leaving the port of Cleveland bound for Detroit, and I get my vessel heading on the proper courre, where is the use in troubling myself about the stern so long as I know that it will follow the other end. But this is not what I intend to speak about so much. I ment to propose a proper method of reeving steering gear, and also a proper order for its use, and that, by the way above stated; have the rudder, the wheel, and the ship's head go in the same direction and use the words left and right, instead of the improper words port and starboard. Is it not as easy for an officer to say left a little, or right a little, as it is for him say port a little, or starboard a little. Yes, just the same, and it can be understood by a sailor, by a landsman, and by a man who never saw the sea or lakes. If this proposition should be adopted by the United States government, and also by the vessel owners, you would soon find the whole world would take it up, and there would be no more dread of collision or disaster by misunderstanding the order at the wheel. I know that there are some old sailors who will say that it was no sailor that proposed this. Well, I would be very happy to meet such tars, so they may tell me where I am wrong. They will say that such an order would not be shipshape. Well, if I was to call my left arm my port arm and my right arm my starboard arm, I suppose that they would say that was not shipshape. Surely there is as much sense in calling a sailor's right arm his starboard arm, as there is in calling the right side of a vessel her starboard side. We cannot have everything shipshape.

What we want is something that can be understood by seamen and landsmen. It is believed that more than half of the collisions that happened here on the lakes was caused by the useless words port and starboard. While the old tiller was used the orders were all right; but when we adopted the wheel with the diamond screw, or steering chains, at that moment the words port and starboard became the mother of collision and disaster, and I venture to say that there is many a gallant, stout sailor rolling on the bottom of sea and lakes, and many a motherless and fatherless child straying around the world without a home all on account of those senseless, dangerous orders, namely, port and starboard. Of course it is better and handier to throw away those words than it is to change the steering gear; and if we were to change the steering gear it would only make the complication worse than ever. All who adopt this plan will never be sorry for doing so; and, indeed, I would be very glad to hear of its adoption for the sake of saving life and property. Remember that it was the order that was wrong, and not the steering gear.

PATRICK CAROLAN.

Mr. E. M. Peck, president of the Northwestern Transportation Co. says: It gives me pleasure to state the Duplex hoisting engine, pumps and boiler furnished us by the Eagle Iron works of Detroit, Mich., for the Susan E. Peck have given the best of satisfaction, and we recommend them in every paticular. We have been so well pleased with their performance that we felt fully warranted in placing our recent order with you for outfits for our Schooners Harvey E. Brown and Wm. McGregor. We think they are the simplest and best on the market; can be operated by inexperienced hands, and to anyone needing this class of machinery would advise them to examine yours before placing their order.

STOP ENCROACHMENT.

The foothold obtained by the Canadian Pacific on the United States side of the line has aroused congress, and Senator Cullom's resolution instructing the committee on interstate commerce to ascertain and report whether any United States railroad lines are owned or operated by the Grand Trunk or the Canadian Pacific or any other Canadian railway companies which was offered a few days ago was adopted without a division. Senator Cullom demanded that something should be done to protect American interests against the encroachments of Canadian corporations. The Canadian Pacific railway ran from Halifax and Quebec, skirting the St. Lawrence river and the northern border of the United States, to Vancouver on the Pacific and was reaching into the United States by the purchase of and building of railroads in this country, for instance, lines from Sault ste Marie to Duluth and Minneapolis, which were to be feeders to the Canadian Pacific. In addition to this, the British government or the Canadian government had recently subsidized a line of steamers to China and Japan for the purpose of securing the commerce between those countries and the United States and Europe. What ever might be the exact facts in these matters all senators would agree that, whatever could be done consistently with the relations between the two governments and under the constitution of the United States, ought to be done so that the commerce between China and Japan and the United States shall be carried on American roads instead of Canadian roads. His purpose in offering the resolution and ordering an investigation of the subject was that some legislation might be recommended to secure to the people of the United States the advantages they ought to have in this transportation.

At a meetine of the board of directors of the Canadian Pacific railway held in Montreal on Tuesday of last week, Sir George Stephen tendered his resignation as president, and W. C. Van Horne was unanimously elected in his stead.—Sault ste Marie News.

RAN AWAY WITH A SCHOONER.

A letter has been received from the steward of the schooner H. B. Griffin, Captain George Nelson, now absent on the Banks, in which it is stated that they have met with an unusual experience, viz., that of being towed by a whale. The affair occurred one fine day when all the dories were out attending the trawls. The captain and steward were on board as usual, looking after the vessel and keeping an eye on the dories, when all at once they felt a sudden jerk, and soon the vessel was going through the water at a rapid rate and no motive power visible It takes considerable to startle a fisherman, but this was something so uncommon, a vessel dashing through the water at a rapid rate with her sails furled and anchor down, that they began to look alarmed Suddenly the cause made itself manifest, when a monstrous whale rose to the surface, with the anchor fast either in his jaw or blow-hole. He tore through the water at a high-pressure rate, and was fast taking the craft out of the sight of the dories, thus leaving the crew exposed; and besides this, there was danger of the vessel being towed under. The only remedy was to cut the cable. This was done, and his whaleship went off with the anchor in tow. The jib and foresail were hoisted, and the vessel was soon engaged in picking up her dories, and on the way to Newfoundland, where a new anchor and cable were secured

There are but two similar cases of which we have any record, which we have found in the files of our paper, viz: Schooner C. H. Price was towed a day and a half by a whale in 1873, when the fluke of the anchor broke and she was released. Then, again, on the 16th of December, 1874 while the schooner Sultana, Captain Peterson, was at anchor on the Grand Bank, a sudden motion was felt and soon the vessel was speeding through the water at a twelve-knot speed. The captain, not wishing to lose sight of his dorymen, cut the cable after he had been towed some distance, otherwise he thought he might have captured the monster There was a companion whale which swam with the one who had the anchor, and he was evidently astonished at the predicament of his mate.—*Cape Ann Advertiser.*

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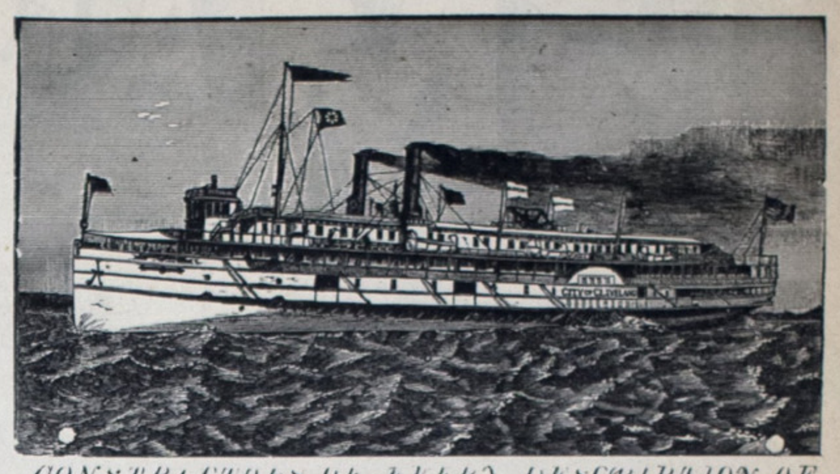

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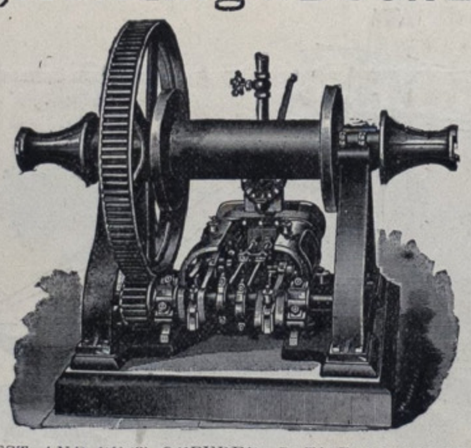

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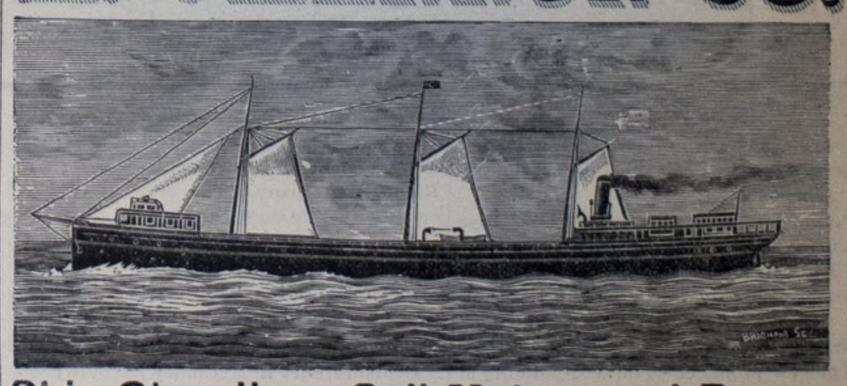

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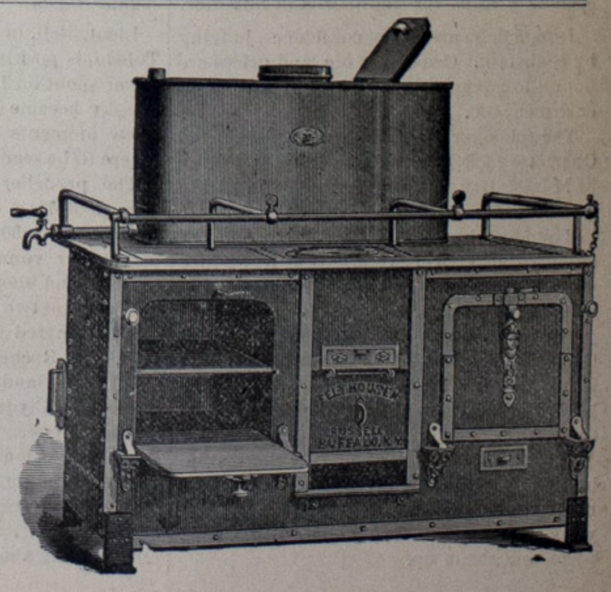

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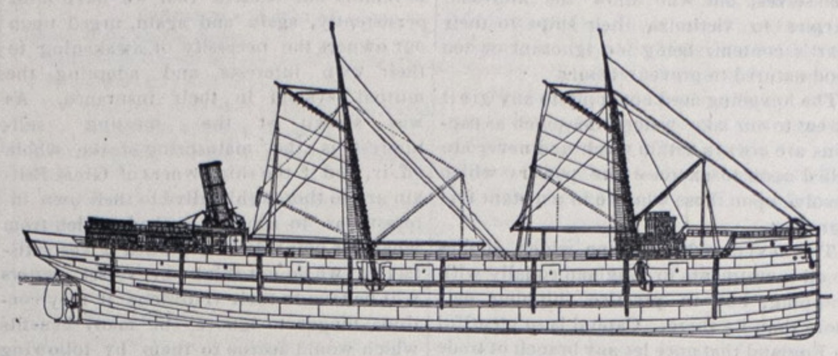

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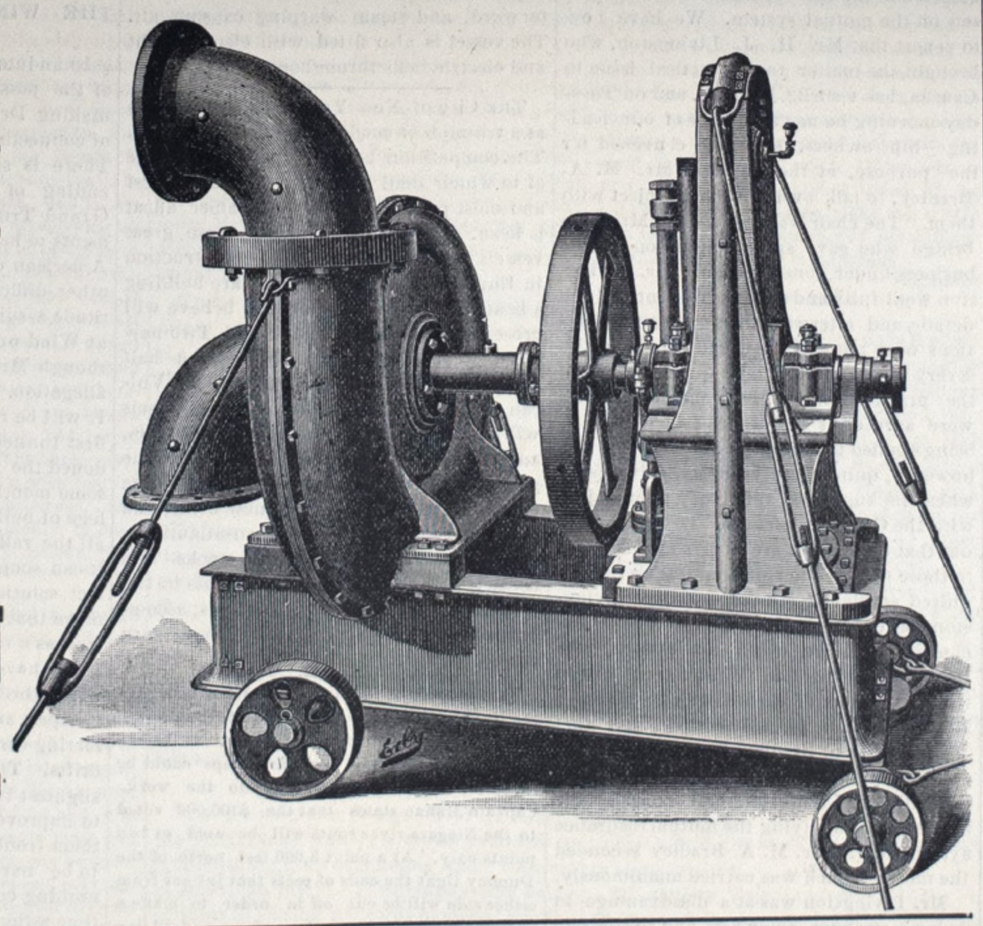

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MARINE RECORD—OFFICIAL PAPER.

IS SHIP-OWNING PROFITABLE?

Is ship owning in England a profitable investment? We regret to say that to this query there is only one answer and that an unsatisfactory one—and in the negative. Why then is England in the possession of such a large commercial marine, and why is it continually being increased if it brings no adequate return to those investing their capital in shipping? We venture to submit a reply to this pertinent and natural inquiry, which we think will be satisfactory. The British ship owner has to meet a difficulty which scarcely can be appreciated in our inland waters. His property is beyond his control for, on an average, six months out of the twelve, during which time he is at the mercy of his captain and of the various harpies who make it their business to prey on ship owners at every port the vessel may enter. Unfortunately the modern European ship master does not bear a very high reputation for honesty. His ideas on this subject are, to say the least, somewhat confused, but among them all this stands out in due prominence, that whether the ship makes money or not the captain must. It therefore follows that the curiously interesting, but very unedifying accounts which many worthies of this class impose upon their owners at the end of each voyage are largely adulterated with fictitious payments, and the owner has no remedy; if he attempt an investigation he does so under the most unfavorable conditions. The captain insists that he paid the items in question and produces his vouchers. The parties who signed these could not be found if sought for, but that does not disprove the captain's statement that they were on the spot when he was there and, he adds, if they are now gone he is not responsible, Tradesmen of modest reputation in any foreign port are always to be found who will supply ship masters with a cooked duplicate account for the owner's benefit. And the worst of it is that these gentlemen, knowing how the matter stands, must have their share of the plunder, so that really for every £5 the captain receives his abettors require £15 for their services, so the owner has to pay them both. The owner certainly can pay off the master when he suspects him of such practices, but he only does so to secure perhaps the services of a more qualified bird of prey. We would be sorry to say that all British ship masters are of this class, but we may safely affirm that a many of them are. It would not be to the public advantage if we were to go into details of the many devices practiced by the modern representative of the old-fashioned, honest jack tar, but we have said enough to show a terrible disadvantage which the British owner labors under, and which contributes so largely to the unremunerativeness of shipping property in England.

Similar remarks apply to another class of ship masters; men who are more honest, but stupid withal; men who will not rob much themselves, but who allow the aforesaid harpies to victimize their ships to their heart's content, being too ignorant or too good natured to prevent them.

The foregoing need not apply to any great extent to our lake waters, inasmuch as captains are always within reach and never are called upon to exercise the powers which devolve upon those who are in a distant foreign port.

The next drawback is one which applies to all investments in England equally with shipping, but in practice shipping gets more than its share. Capital is so plentiful in England that once let any branch of trade be found paying, and money is at once forced into that particular line of business. Production is trebled and as a natural sequence all the investors are swamped together. A successful butcher, farmer, or manufacturer sees that shipping paid well, say last year, he reckons that it is a nice, gentlemanly occupation to be a ship owner; he fancies that there is little or no trouble and that no special knowledge is required. He finds plenty of ship builders, agents and tradesmen to confirm his ideas for their own ends, of course. He and dozens more like him deluge the market with superabundant tonnage and the end is that freights fall and the man who promised himself so much is glad to retire from the field after five or six years experience with the loss of two-thirds of his capital.

The moral for our ship owners is simply to see that they do not unnecessarily increase their tonnage too much beyond the ordinary natural demand on the strength of one good season, and as for intruders who, without any knowledge of shipping, enter the business, we fear the same fate will attend them.

MORE ABOUT MUTUAL INSURANCE.

A fortnight ago we called attention to the fact that the agitation among ship owners for mutual insurance has taken practical effect in Canada, the owners on the other side of the line having recently held a meeting in Toronto to decide on establishing an association for the insurance of their vessels on the mutual system. We have now to report that Mr. H. J. Livingston, who brought the matter to a practical issue in Canada, has visited Cleveland, and on Tuesday morning he met a number of our leading ship owners, specially convened for the purpose, at the office of Mr. M. A. Bradley, to talk over the same subject with them. The chair was occupied by Mr. Lillibridge who gave special attention to the business under consideration. Mr. Livingston went fully and exhaustively into all the details, and afterwards a number of questions were put and answered satisfactorily. Every one present seemed quite assured of the practicability of the scheme, and all were agreed as to the desirableness of its being applied to our shipping. They did not, however, quite agree with Mr. Livingston when he suggested that they should join with the Canadian owners. It was pointed out that our vessels are of a superior class to those on the other side, and therefore required special treatment, and Mr. Livingston, after explanations had been exchanged, said he could not dissent from these views. Captain Wilson then moved that the thanks of the meeting be given to Mr. Livingston for his address and that Messrs. Wilson, Bradley, Benham and Goulden be appointed to go into the whole question with Mr. Livingston and consider the best means of applying the mutual insurance system here. Mr. M. A. Bradley seconded the motion, which was carried unanimously.

Mr. Livingston was at a disadvantage in being a stranger among us, and to this fact we are disposed to attribute the only weak point in his scheme, which, however, he withdrew on learning the different conditions on which our business is carried on as compared with that in England. In the days of small sailing craft it was no uncommon thing, as it is now, for the whole east coast of England to be swept from the Tweed to the Downs by a winter's gale, and it will be readily seen that the consequent losses, being thus localized, bore very heavily upon any mutual association, the the bulk of whose ships were trading in that area. Our old friend, Robinson Crusoe, in his first chapter, gives a graphic description of such a storm and its results. In those old sailing days it was no uncommon thing for a large proportion of the Baltic spring fleet to leave their bones on the Scaw if they fell in with a storm in that dangerous neighborhood. So late as 1874 the Quebec fall fleet was almost annihilated by a succession of fearful gales. A consideration of these facts is the reason why English clubs are rather averse to take large risks, and Mr. Livingston was simply giving the result of his and their experience. But the conditions here are quite different; like Norway, Sweden and the other Baltic countries we have no winter navigation and in addition we submit that steam has changed the conditions under which the cautious and conservative ideas of former days were conceived so that larger risks than they take on the other side of the Atlantic might safely be taken here.

We are not unduly anxious to take credit to ourselves, but it may not be out of place to remind our readers that we have most persistently, again and again, urged upon our owners the necessity of awakening to their own interests and adopting the mutual system in their insurance. As was shown at the meeting self-interest is the mainspring of the whole affair, and if the ship owners of Great Britain are so thoroughly alive to their own interests as to adopt a method, which from whatever point it is regarded gives satisfaction, we do not think our vessel owners will be true to their traditions if they continue longer to ignore the many benefits which would accrue to them by following the same track.

We have now, therefore, a sincere expectation that our endeavors to assist in bringing about this desirable object have at length a prospect of being crowned with success.

THE following is a description of the Islander the last boat built by Napier, Shanks & Bell, who built the Algonquin. The Islander is for the Canadian trade between Victoria and Vancouver and is described as a vessel of special type and handsome appearance. She has been built to the order of the Canadian Pacific Navigation company (limited) of Victoria, British Columbia, and is especially designed to meet the requirements of its service in the rapid and comfortable conveyance of passengers between Victoria, the principal trading port of British Columbia, and Vancouver, the terminus of the Canadian Pacific railway. The dimensions are: Length, 240 feet; breadth, 42 feet; depth to main deck, 14 feet 8 inches; gross tonnage, 1,000 tons. The general arrangement embraces ranges of cabins built on the main and spar decks, American fashion, with a shade or hurricane deck above all which can be used as a promenade deck. The vessel not being intended for cargo the whole of the decks and deck houses are devoted to passenger accommodation, and are of a superior and most elaborate description. The deck fittings include steam steering gear forward and hand gear aft, Providence steam windlass and capstan forward, and steam warping capstan aft. The vessel is also fitted with electric light and electric bells throughout.

THE City of New York is to have rivals as a triumph of modern steamship building. The competition between the various lines as to which shall have the largest, fastest and most perfectly equipped steamer afloat is keen. No less than eight of these great vessels are now in course of construction in Europe. The Guion people are building a boat 560 feet long, which they believe will cross the Atlantic in five days. Two new steamers at a cost of a million and a half apiece are being built at Stettin for the Vulcan company, of Hamburg. These vessels will be called the Columbia and Normania, and $80,000 will be spent in fitting up the grand saloon of one of them. The White Star line are building two new boats, and the Compagnie Generale-Transatlantique, of France, have a vessel on the stocks. The ocean traveler has indeed few wants in the way of comfortable, even luxurious, accommodation which are not gratified by modern enterprise.

THE passage of the river and harbor bill, says the Buffalo Express, has come so late that no use can be made of the money this year. It would be October before the necessary steps could be taken for obtaining contracts to do the work. Captain Mahan states that the $100,000 voted to the Niagara river route will be used at two points only. At a point 3,000 feet north of the Dummy light the ends of reefs that jut out from either side will be cut off in order to make a channel about 200 feet wide, and some dredging will be done at Strawberry Island. The exact width of the channels cut through will depend on the bids for the work. This will afford a passage to Tonawanda 18 feet deep or more, which is considered necessary in such a current for vessels drawing 16 feet. The $250,000 voted for Buffalo will nearly all be used on the old breakwater and no extension is contemplated. As the concrete walls already built at the north end of the breakwater appear to stand as well as the stone walls and cost only $6.75 per cubic yard to about $37. for the stone it is likely that concrete will be used. The repairs will extend to the northern parapet of the breakwater, which including 200 feet of stone-faced already built, is 1,910 feet of concrete and 200 feet in all to be rebuilt from a few feet below the water's edge. Contracts will be let this fall, though it is hoped that permission can be obtained for laying the concrete day by day, as it is very difficult to get satisfactory work of that character done by contract.

IMPROVING THE HARBORS.

Congressman Dunham and Captain W. L. Marshall of the corps of engineers U. S. A., who has charge of this district, had a long consultation over the disposition of the amounts appropriated in the river and harbor bill for the improvement of the Chicago harbor and Calumet river. Afterwards Captain Marshall said that the preliminaries, such as receiving formal notification, followed by the sending in of his recommendations and action upon them by the department, would take so long that six weeks would elapse before any contract work could be done, and that was too late to do anything in the way of pier construction this season.

"The Chicago river will be dredged, "Captain Marshall continued, "from Rush street to the piers at the entrance of the harbor to a uniform depth of seventeen feet. The water is now all the way from twelve and thirteen to fifteen and a half feet. The dredging can be done promptly as soon as the contracts are let, and can begun by the middle of September. The pier work will have to go over until spring.

"On Calumet river it has not been decided whether the government will contract the dredging in straightening the river or build its own dredges. Owing to the magnitude of the work every engineer has recommended this course. If the department should decide, however, to have the dredging done by contract there is no reason why a good share of it should not be done this fall. Nothing will be attempted on the harbor at South Chicago until next spring.

"At Kenosha, Racine, and Waukegan the appropriations can be expended as soon as the contracts are let The harbor at Kenosha will be dredged to fifteen feet and the harbor at Racine to sixteen feet at ordinary low water, or a foot more than the prevaling stage. This will obviate the continued trouble at these points from vessels going aground on the bar. At Waukegan the entrance to the harbor will be dredged to the depth of twelve feet only.

"In the Fox river improvement work was not stopped, but has been dragging along. The new appropriation will enable us to push the improvements. On the Illinois river a small gang has been kept employed pending more funds. On both these improvements the appropriations come in time for a large amount of labor this season." In addition to these improvements. Captain Marshall will have charge of the location of the Hennepin canal and the survey of the waterway from LaSalle to Chicago, for which appropriations were made. He will soon remove to Chicago, but whether or not he will continue in charge of the Milwaukee district as well, he does not know. The impression is that the two districts will be consolidated with headquarters in this city, although no intimation of the intention of the department has been given him.—*Chicago Tribune.*

THE WINTER BRIDGE KNOCKED OUT.

In an interview, Mr. James F. Joy speaks of the possibility of the Canadian Pacific making Detroit one of the principal points of connection with the American railroads. There is some doubt about a satisfactory ending of the negotiations, because the Grand Trunk people are offering inducements to have the Canadian Pacific meet its American connections at Port Huron. Another difficulty is said to be the hostile attitude assumed by certain influential people at Windsor against the Canadian Pacific, though Mr. Joy makes no mention of this allegation. Mr. Joy now favors a tunnel. It will be remembered that he projected the first tunnel under the Detroit, and abandoned the work after it had progressed for some months. He sees no hope for the privilege of building a bridge and thinks that if all the railroads unite in building a tunnel, it can soon be completed and will be a perfect solution of the crossing problem, and a move that will secure the ascendency of Detroit as a railroad center.

We have favored the construction of a winter bridge, that seeming to be the easiest, cheapest and most satisfactory way of transferring cars during the season of heavy ice-drifts. The vessel interests, jealous of the slightest interference with the river, except to improve it, insist that a bridge will make them trouble. Their opposition seems to us to be narrow and short sighted, but as nothing conclusive will be reached for some time as long as the marine interests fight a bridge, perhaps Mr. Joy's tunnel is wisely proposed.

It is to be hoped, in the interests of Detroit especially, and of the transportation interests of the continent generally, that the Canadian Pacific will be built to the Detroit river and that a tunnel under the waters will speedily enable all the railroads here to transfer cars from one side to the other. In this wish the people upon both banks of the Detroit river will heartily concur.—*Detroit Free Press.*

New York papers are condemning the ocean race as responsible for such disasters as the Thingvalla-Geiser wreck, and the grim caution is suggested that all steamers at sea had better look out when the City of New York, the Etruria and the rest of the flyers make their great run for the championship.

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MARINE RECORD—OFFICIAL PAPER.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

Special to the Marine Record.

The tug Porter left the river Monday afternoon with the Glasgow's barges. She will tow them until she meets the Castle, which will take them into Buffalo. The Glasgow's engines will be repaired at Hodge's. Damage and delay will cause rather serious loss to her owner.

The propeller Toledo, which received a new boiler at Port Huron, came down to resume her place in Ward's Lake Superior line.

Captain George Hammer, who was lost on the unfortunate ship Geiser, was a master well known at this and other lake ports, and was for many years in command of the old schooner Ashtabula.

The steambarge Glasgow, which was lying at Amherstburg disabled, has been brought to Detroit for repairs. She had her piston driven through her cylinder head.

At the shops of Samuel F. Hodge & Co. they have had the steambarge J. S. Fay for repairs to crank pin and brasses, the tugs Wilcox, Moore and John Owen for cleaning, the tug Hebard for a new wheel, tug Cheney for repairs to driving bearings, and the steambarge Colorado for general overhauling. Captain M. A. Bradley, in a recent letter to this company, states that he is very much pleased with the working of the machinery in the new steamer Gladstone; that she tows her consort one and one-half miles faster than ever before, and says: "It takes a good boat to get ahead of her."

The Detroit Boat works are building a 14 feet yawl boat for Captain J. W. Wescott's steamer Don M Dickenson, a 20 feet yawl boat for the steamer Iron Duke, also four 22 feet life boats for the new steamer City of Detroit. These life boats are fine boats provided with air-tight bulkheads and built at the ends similar in style to the English life boat, and it is believed they will be self-righting. The gas motor, spoken of before in this paper, will be taken out of the hull built for it by the Detroit Boat works, owing to the refusal of the patentee to make some very necessary changes. The principle upon which this engine is constructed is good, and with some changes in the coupling gear it would, undoubtedly, be a success; but for some reason Mr. Lintz, of Springfield, the inventor, declines to make these changes, and it will be replaced by a steam engine powerful enough to do the work.

The Wokoken has been in Detroit drydock for bottom repairs, and the tug J. F. Miner, of Ruelle's line, is receiving an extensive rebuild consisting of new stem, a number of new frames, part new bottom and other work found neeessary to put her in first-class trim for harbor towing.

The East End Boiler works have been working day and night for a few days past, patching the boilers of the Sakie Shepard, calking the flues of the steamer Eighth Ohio, and making new flanges for the steam dome of the boilers in the tug Hebard.

The new Alger Smith boat, Volunteer, recently launched from Craig's yard at Trenton, is all ready for sea, and soon leaves on her maiden trip. The new steamer Harlem presents an elegant appearance lying at the dock. She is being finished in an elaborate manner and will leave, it is expected, in a week.

The steam yacht Truant will receive a new wheel, which is expected to add twenty-five per cent. to her power.

At John Oades' yard they have been raising the boilers of the tug D. L. Hebard, also putting in new ceiling, part new deck, some new beam, and giving her a general repairing. The Hebard ought to be quite a boat when she leaves, for nearly every one has had a "whack" at her that does vessel work of any kind at this port. The scow which was successfully launched from this yard Thursday, will be called the Pewamic. She is a fine, strongly constructed boat, and her owners are well pleased with her. She is 152 feet long, 30 feet beam, and 9 feet deep, provided with two spars which will be utilized as hoisting derricks. Many who have examined her believe she will prove a very servicable craft, notwithstanding her odd appearance.

Mr. M. W. Parrish, of Parrish Bros. & Peck, has gone to Chicago to make an estimate for furnishing a railroad company with their electric signals. The work this company has done recently for the Michigan Central railroad has been very satisfactory.

Mr. Alex McVittie, secretary of the Detroit Drydock company, has been out of the city for a few days.

The steambarge Cormorant has been in Clark's drydock for calking and a new wheel. Captain Paul Surratte is in command. Captain Delos Waite goes into the new steamer North Wind, built by the Globe Iron works company, of Cleveland, for the Northern Steamship company.

The big steamship Maurice B. Grover wanted a new wheel and attempted to get one at Cleveland, but was too large to enter the gates of the Cleveland dry dock. The wheel was taken on board and she went to Detroit. Wednesday an attempt was made to place her in the Detroit Drydock company's big dock at the foot of Orleans street but it was found that while the Grover was forty one feet beam the dock was only thiry-nine feet wide at the bottom. The marine monster was then backed out, and the dock closed, pumped out, and the blocks raised.

The new City of Detroit in the stocks at the Wyandotte yard of the Detroit Dry Dock Co., is rapidly approaching completion. She is all plated and they are now putting on her guards; she will be ready for launching about Sept. 15th. Work has also began in earnest on the first of the two new composite boats to be built there; the dimensions we gave a few weeks since.

The Iron State, consort of the Iron Duke, collided with the latter while passing through the St. Clair canal last Friday morning, knocking the latter's smokestack off even with her cabin and otherwise damaging her to the extent of $400. The Iron State only lost her cathead. The collision was owing to a tow barge, bound up, sheering out. The Iron State must either strike her head on or go ashore.

The owners of the steamer California want $20,000 for her, and the probabilities are she will soon be sold to Detroit parties.

HOP.

The schooner Walter H. Oades left Detroit Monday night, bound for Buffalo with wheat. She collided with the schooner R. Halloran at 4 o'clock last Tuesday morning, two miles from the dummy, and sank half an hour afterwards. The other schooner went on without stopping. The crew and the captain's daughter got to the lighthouse and remained there until 11 o'clock Tuesday morning. The cargo of the Oades was 16,000 bushels, valued at $15,000, and insured for 13,700. The Oades was of 219 tons measurement, built in Detroit by Captain Oades in 1869. In 1886 she received extensive repairs. She was valued at $6,000. Her hull was insured. The Halloran arrived at Toledo, Wednesday, and was damaged to the extent of about $100.

The schooner Walter H. Oades, which now lies at the bottom of Lake Erie, was one of the most unlucky boats on the lakes. When building, a fire broke out and one side of her was nearly all burned. When nearly ready to launch, the ways settled and she fell three feet, making necessary a heavy expense in getting her into the water. Then she ran ashore at Rond Eau point, after which she was sold by her builders. Once, while at anchor in the St. Clair river, she was run into by one of the big line steamers. She went on the bank in shallow water and, when the wreckers were at work, slipped off into deep water. She was repaired at the Detroit dry dock, and while waiting settlement with the insurance companies she was run into and lost her jibboom. She was once washed upon the Buffalo breakwater, and the number of minor accidents to her would fill a book The extent to which her fame for hard luck had gone is shown by an incident that happened just before she left on her last trip. An insurance agent heard that she had just been chartered for wheat to Buffalo. He telephoned the fact to the head office, asking if he would see about insuring her, and added "you know she is very unlucky." The answer came back promptly to take no insurance on her, and, as a consequence, the companies represented by that agent suffer no loss.—*Detroit Free Press.*

WEST BAY CITY.

The new propeller John B. Moran, belonging to Ward's new Detroit and Lake Superior line, was launched last Saturday. She is 214 feet keel, 3 feet beam, and 22 hold.

Shipbuilding at Davidson's yard, Bay City, has been seriously delayed by the burning of the sawmill connected with it. The loss is $35,000.

EAST SAGINAW.

Lumber freights: Bay City to Buffalo and Tonawanda, $1.75; Saginaw to Buffalo and Tonawanda, $1.87½; Bay City to Ohio ports, $1.50; Saginaw to Ohio ports $1.62½.

Hubbell & Co.'s dredge foundered in Saginaw bay, seven miles northwest of Port Austin, Saturday night, and the crew had a narrow escape. The dredge was valued at $8,000.

TOLEDO.

The Wabash propeller J. C. Gault was aground on the upper range in the bay Lighters were sent to release her.

BUFFALO.

The contract for dredging out the Black Rock harbor and the Ohio and Erie basins, for which the legislature voted $30,000, has been let to Hingston & Woods and one dredge was set to work Friday a. m. The number will be increased to four soon, and all these waterways will be put in good shape. The matter to be removed is mere earth deposits, and the appropriation ought to pay for a large amount of dredging.

The damaged corn cargo of the schooner J. D. Sawyer of the St. Louis tow was taken out Friday and the elevotor rejected 762 bushels. This was sold by the underwriters for 31½ cents per bushel. A survey was begun by Mr. S. V. Parsons and Captain Thomas Collins to decide on the condition of the boat. The amount damaged in the Potomac of the same tow was only about 200 bushels.

Superintendent Dobbins returned Saturday from an inspection of his life-saving district. He visited every station from Louisville, Ky., to the St. Lawrence, and reports every thing in good shape, and that the work recently done at the Cleveland station has placed the station at that port in the best possible condition. The repairs cost about $3,000, but it was money well expended.

It appears that the surveyors of the schooner J. D. Sawyer failed to agree and the work may have to be done over again. The damage to the cargo has been estimated at $2,100.

The heavy machiuery is being put into the extention of the Wilkeson elevator.

The propeller Chemung, in passing up the creek lately, picked up a log in the channel just above the salt dock. It came up against her hull with a crack that could be heard some distance, but did not injure her. Being an old water-logged affair it at once sank again, where it waits its chance of laying out some other unsuspecting vessel. Wouldn't it be well for the proper authorities to fish it out and take it away.—*Buffalo Express.*

The corn cargo of the schooner Sawyer was short 733 bushels, that amount being badly damaged. The rest of her cargo is not in good condition. A survey is being held on the Sawyer, which will probably put her out of the grain trade until repairs are made.

The City of Rome's machinery is fully repaired from the break that happened twenty days ago. She went light to Detroit for grain cargo. On her return she will pick up her consort. Her owners lose about $7,000 by the mishap to her engine.

All grain elevators quit work from 10 to 4 p. m. Tuesday because the scoopers at the Niagara houses refused to work under an objectionable boss. A new boss was appointed, which settled the difficulty.

The Chemung arrived from Milwaukee in fifty-seven hours and a half the best time ever made.

The propeller Gault is in dock repairing a hole in her bottom caused by striking at Toledo a dangerous snag right in the channel.

Four Brown hoists, from Cleveland, for New, Wick & Co's ore dock, have been received, and it is expected that the dock will be ready in ten days to unload vessels at the rate of 1,000 tons a day. The Ballentine and Ironton are the first boats to be unloaded there.

ALPENA.

The barge Arcturus, with 275 tons of coal, sank when crossing Saginaw Bay Sunday night. The crew were saved by a tug. The Arcturus cleared from Cleveland last Thursday with a cargo of coal for Alpena, which it now seems has been lost within sight of its destination. She has been a part of the tow of the tug George N. Brady, the other barges with her being the J. S. Austin, M. Baker, J. F. Warner, and H. W. Hoag. The entire tow, outside of carrying up cargoes of coal, has been engaged in bringing in lumber for Fisher, Wilson & Co., lumber dealers. She is an old vessel, having been built at Huron in 1853, but received large repairs last year. She hails from East Saginaw and is owned by A. A. Pinet, She was without class, rating on value in Inland Lloyds' Register, and therefore is probably uninsured. It is not known whether there was any insurance on her cargo.

A subsequent dispatch says: The barge Arcturus was in the tug Brady in tow with coal for Alpena. The weather was not boisterous. She sprung a leak, and went down quickly in deep water. The disaster occured at 2 o'clock Sunday morning. No insurance on cargo or vessel. The crew are here.

A still later dispatch says that the barge Arcturas is still afloat in Saginaw Bay with two feet of side out.

DULUTH.

The river and harbor bill having become a law by limitation Saturday last, Major Quinn prepare a project of improvement for the use of the appropriation of $80,000 for Duluth harbor, and submit it to the department at Washington. After this bids must be advertised for and submitted to head-quarters and contracts made and it will be October before any work can be done. As half the money to be used is specifically appropriated to the dredging of a channel to Grassy Point along the north side of the bay and up the west side of Rice's Point, only $40,000 is available for the present harbor. Of this the greater portion will probably be used in cutting a channel along the new dock line east of Rice's Point and the rest in maintaining the canal piers and enlarging the harbor area. But little work can be done before next April.

Duluth stocks of wheat keep up remarkably well considering the large shipments made. Receipts are far larger at present than were expected earlier in the season and will probably remain so until the new crop begins moving. There are in store to-day 2,118,590 bushels wheat and 132,283 bushels corn in Duluth elevators. Of the wheat 1,748,466 bushels are No. 1 hard. This is a decrease of only 241,000 bushels for the week, as against a total of 1,458,000 in store a year ago and a decrease of 441,600. Saturday's shipments were 215,000 bushels and receipts 86,000. There are now on track 125 cars, or 67,000 bushels.—News.

SAND BEACH.

Special to the Marine Record.

The following sail and steam craft sheltered here last week: Steamer J. E. Mills, schooner John Rich, Ino, Curlew, Sunnyside and Sea Bird, steamer W. P. Fessenden, tug J. P. Clark and consort, schooners Reliable, Forester and Lady Essex, tug O. W. Cheney, propeller Selica and three consorts, City of Concord and one consort.

Sunday morning, August 19th, the tug Hercules came in and reported the loss of a dredge, she was towing from Au Sable to Port Huron. There was quite a stiff sea on and it is supposed that a plank started on the dredges bottom for she sunk instantly, the crew barely saved their lives by prompt action. The dredge sunk in about one hundred feet of water about six miles from Port Austin.

T.

ASHTABULA HARBOR.

Special to the Marine Record.

Ashtabula Harbor is very quiet every thing working smoothly and without mishap.

Our ship yard men seem to be busy in a small way. No serious mishaps to record.

The propeller Havana is getting a new smoke stack.

Mr. Chas. L. Scoville of Ashtabula, O., chief engineer on the steamer Bulgaria, was granted a patent August 8, on a lubricater that encases the oil pipe on the connecting rod and thereby prevents the oil from clogging and chilling. This invention of Mr. Scovill's is bound to meet with approval by all engineers, and its use upon marine engines will soon be general.

Captain McKay of Cleveland, was in town today, looking after the interest of the Mutual Transportation Co's fleet. By the way, the Cambria, Corona and Corsica were all in the harbor

F. L. T.

PORT ARTHUR.

The Sentinel says: Port Arthur's new steel steamship Algonquin, the property of Messrs. Thos. Marks & Co., arrived last Monday evening and went up the river to unload. She has a cargo of 2,055 tons of coal. It would be useless to repeat a description of this magnificent new steamship in these columns, it having already been given several times. Large numbers of citizens went up the river to inspect her and many words of admiration were heard. Her massive steel hull, complicated and beautiful machinery and elegantly finished cabins render her a great object of attraction. Although only designed as a freight boat she is much more elegantly fitted out than the ordinary freight boats on the lakes. It is more than likely that she will take a run into the harbor here before clearing again, and the citizens generally will have an opportunity to see her.

MANISITIQUE.

During the past week the elegant steamer Faxton was purchased by Senator Stockbridge and D. A. Arnold, and placed on the North Shore Line, plying between Manistique and St. Ignace. She takes the place of the Charles West, and Captain John McCarthy will be her master, as he was of the West. He is without doubt the most popular captain that ever called in at the port of Manistique, and we congratulate him on the fact that he now has a craft of which he need never feel ashamed. The Faxton is peculiarly well fitted for the North Shore Line.—Sunday Sun.

SAULT STE MARIE.

The new steamer Baltic, of the Northern Transit line, reached the Soo recently, it being her first trip. She is a veritable floating palace. She is handsomely, even luxuriously, furnished, complete in all her appointments. The Baltic runs between the Soo and Collingwood, touching at Mackinaw and St. Ignace, and then doubling back into the north channel and on through Georgian Bay.

There was shipped by water from the mines of the Lake Superior region during the week ending with Wednesday, the 15th, 192,139 gross tons of ore, of which quantity 47,722 tons went from Marquette, 65,929 tons from Escanaba, 2,076 tons from St. Ignace, 56,393 tons from Ashland, Wis., and 20,019 tons from Two Harbors, Minn. The shipments for the corresponding week in 1887 were 198,818 tons, so it will be seen that the mines are continuing to send their product to market at about the same rate as they did last year. For the season to date the total shipments by lake are but 348,162 tons behind what they were at this time last year. By ranges the showing is as follows: Marquette range, 869,687 tons; Gogebic range, 651,837 tons; Menominee range, 526,980 tons; Vermillion range, 175,514 tons.

AMHERSTBURG.

Last Friday, the dredge Wild Irishman, tug Shaughraun and two scows returned to Amherstburg after completing their contract at Mackinac, Mich. The dredge is now being utilized in raising 100 cords of stone from the Limestone crossing, which was dumped near Grosse Isle some time ago. It is being taken to Detroit, to be used by H. Walker & Son in filling in a dock there.

The Glasgow is here in a badly crippled condition. Her piston went through her cylinder head, making a bad break of her engine. She will be taken to Detroit for repairs, and some other boat procured to tow her barges.

SAUGATUCK.

The schooner Imperial went on the beach south of the harbor during Tuesday's gale. She can be got off if she holds together, the schooner was built in 1857, rebuilt in 1886, and extensively repaired the present year, and rated A2.

The schooner Jack Thompson, lumber-laden sprung aleak on Lake Michigan in Tuesday night's weather, and came in Wednesday badly waterlogged.

CHICAGO.

Special to the Marine Record.

The fine new steamship Mary H. Boyce, in command of Captain W. F. McGregor, arrived on her maiden trip to this port last Thursday morning, from Grand Haven, where she was recently built by the Grand Haven Ship Building Co. She is 201 feet long over all, 34 feet breadth of beam, 14 feet depth of hold. She has a fore and aft compound engine 22 and 40 by 36, built by H. G. Trout, King Iron Works, Buffalo, and steel boiler 10 by 15, two engines on deck for hoisting and the American Ship Windlass Co.'s, capstan and windlass. Her cabins are fitted out very neatly and comfortably and she is an elegant and substantially built boat and does great credit to her builders. Duncan Robertson, shipbuilder, and Stephen Munroe, one of her owners, came over to Chicago on her. She is owned by Sherman H. Boyce, (and is named after his wife), Nelson Howlet, Stephen Munroe and Captain W. F. McGregor, who commands her and who so skilfully commanded the fine steamship Wisconsin, summer and winter, for several years. Milo Flanders is first engineer, Edgar S. Brice second engineer. She loaded 44,000 bushels of corn at this port for Midland.

Captain Henry Downer of the scow Alma called on your correspondent Tuesday and was surprised and not very much gratified that it had gone the round of the newspapers, "that it was feared he and his crew were lost." He says he left Chicago, Monday, August 6, for Kenosha, came back to Chicago five days later and has made two more trips between Chicago and Kenosha since then and he entered and cleared at the custom house as usual. He would be glad if persons publishing such reports would first take the trouble to inform themselves of the truth of them as it has caused very much uneasiness amongst his relatives and friends, who feared some calamity had befallen him.

Captain George Hammer, who perished on the steamship Geiser, last week resided in and sailed out of Chicago very many years, his command being the schooner Ashtabula, which he owned and sailed for many years. A few years back he left here and located at Gladstone, Wis., where he purchased some land and built a summer resort. Recently a railroad company purchased his land and premises for a considerable amount. He gave his only son $10,000 and invested the remainder for his own and wife's use, and then took his departure to visit Norway where he was born. He was 70 years of age and greatly respected and his many old friends in Chicago feel much regret at his sad end and sympathize deeply with his widow and only son whom he has left behind.

Miller Bros. handsome sloop yacht Minnie M. won the race in class B, beating the cutter yacht Verve, also of Chicago, and sloop yacht Cora, formerly of Chicago, at Mackinaw, on Friday last. The Minnie M. showed splendid sailing qualities and won easily.

Captain F. R. McGregor of the steamer Josie Davidson says: I cannot say too much in favor of the Sheriff wheel. In the short trip to the North Government Pier and return, about 4½ miles, the best time we could make with our old wheel was 28 minutes, steam 110 pounds, number of revolutions 120, size of wheel 52 inches With our Sheriff wheel we make the trip in 22 minutes, steam 110, number of revolutions 200 and the saving in fuel is surprising.

WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

The new steambarge Helena is the banner wooden boat of the lakes. Her builders, Messrs. Reiboldt & Walters, of Sheboygan, although the youngest shipbuilders on the lakes, can take the broom. The Helena loaded 96,313 bushels of wheat here and overran twenty bushels at Buffalo, making about 97,000 on 15 feet 10 inches aft and 15 feet 8 inches forward, and it is expected she will carry 3,000 tons on 16 feet.

The F. & P. M. No. 4 has arrived and taken her place on the Manistee and Ludington route in connection with the No. 3. Nos. 1 and 2 will run regularly between Manistee, Ludington and Chicago. No. 4 is ten feet longer than the 3 and has a triple expansion engine, otherwise she is a duplicate of the No. 3. It is expected she will run faster than the others when she gets worn down.

The tug Williams was in dock for repairs to stern bearing.

Milwaukee Tug line will sell the tugs Holton and Dexter and build a larger tug to take their place.

The steamer Marshall has been laid up for alteration to her machinery, she having failed to act well while under steam.

It looks as though freights would advance to a paying basis soon. There has been inquiries every day for room, but none was to be had.

Wolf & Davidson's new boat is receiving her machinery and will likely make a trip this fall.

The matter in relation to a fast line of boats from Milwaukee to Chicago are fast assuming some shape, and there seems to be no doubt of its being a settled fact

A new steamship of 60,000 bushels capacity, built for a syndicate of Milwaukee vessel men, was launched from the Milwaukee ship yard Wednesday afternoon. She is named John Rugee.

If the outlook for next year is good, there will be several good sized boats built at this port this winter. It is doubtful if we ever see such a year as last for shipbuilding, at any rate.

Sheriffs are making wheels for the barge Otego, Chipman, Rand, Arcadia and tug Nelson and several others. They are also making the repairs on the barge Leuty.

The Omaha No. 2 will be launched this week.

Mr. and Mrs. S. R. Smith and daughter left on an extended tour through the east. Mr. Smith is the office man of the firm of shipbuilders, Wolf & Davidson

The barge Wolf unloaded the first cargo of coal at the fuel company's new dock.

The new barge Helena arrived Monday with coal, and will go to Chicago and load wheat at 3 cents. Captain Leisk says if he can finish his load at one of the lower elevators, he will load an even 100,000, as there is now no doubt of her carrying that much.

The Bangs wheel will not come into general use on the lakes, as after four trials it does not come up to the old style of wheel in running, and it does not back well.

J.

GRAND HAVEN.

There was a heavy storm Tuesday night. The Milwaukee, due at 5 o'clock, arrived at 10 p. m. Harry Metcalf, third officer, aged nineteen, was swept overboard and drowned. His home is at Minneapolis.

LAKE FREIGHTS.

Movements on the lake freight market were more productive yesterday and resulted in actual charters. The feeling was strong every way as to carrying rates, and the following were among the reported engagements: Steamers Mark Hopkins and H. S. Pickands and schooner Melvin S. Bacon, all ore, Escanaba to Ohio ports, $1.10; steamer Rosedale, coal, Cleveland to McKays Harbor, 80c; schooner Antelope, coal, Cleveland to Kingston, $1.15; schooner Aunt Ruth, coal, Huron to Marine City, 45c; schooner J. G. Worts, stone, Cleveland to Toronto, $1.65; schooner J. B. Kitchen, coal, Cleveland to Escanaba, 60c; steamer S. J. Macy and consort Camden, ore, Escanaba to Ohio ports, $1.10; same vessels, coal, Buffalo and Cleveland to Milwaukee, 70c; schooners M. L. Higgie and David Stewart, ore, Escanaba to Toledo, $1.10; schooner S. L. Watson, ore, Escanaba to Sandusky, $1.10; steamer Yosemite and consort Ryan, coal, Cleveland to the Sault, 60c; steamer Henry Chisholm, coal, Toledo to West Superior, 70c.

BUFFALO, N. Y., Aug. 22.—Coal freights quiet at old figures. Vessels still being delayed in loading. Charters: Northerner, Cuba, Chicago, 75c; C. J. Kershaw, S. J. Macy, Isabel Reed, Milwaukee, 70c; E. B. Hale, Duluth, 60c; Atmosphere, Detroit, 35c.

Canal freights steady: wheat, 4¼c; corn, 3⅞c, to New York.

CHICAGO, ILL., Aug. 22.—Lake rates to Buffalo were advanced to 3¼c for wheat and 3c for corn today on the scarcity of spot room here. Engagements were limited to 74,000 bushels of wheat and 93,000 bushels of corn.

One of the pleasurable occurrences at the yard of the Cleveland Shipbuilding company recently was the presentation of a valuable gold watch to Mr. Henry Hall, a practical draftsman, who accompanied Mr. Bristow to this city from Detroit, by his fellow workmen. The inscription on the watch reads: "Henry Hall, from his fellow workmen at the Cleveland Shipbuilding company, 9th August, 1888."

Notwithstanding the comparatively light coal shipments by lake of the past few weeks the total shipments up to last Saturday evening, 1,374,920 tons, are 379,560 tons ahead of the amount sent forward up to the same date last season. It is also worth noting that the average shipments for each of the past four week, small as they are believed to have been, were fully 20,000 tons larger than the average for the corresponding weeks last year.

Meteorological summary for the week ending August 21, 1888:

Mean actual barometer	29.98
Mean temperature	72.3
Mean humidity	70.3
Total precipitation	.12
Prevailing direction of wind	S. W.
Total wind movement	1041
Av. cloudiness	7.1
Av. state of weather	Cloudy.
Max. temperature, highest	91.8
Min temperature, lowest	59.9

W. H. HAMMON, Sergt. Sig. Corps, U. S. A.

The yacht Wasp arrived from Mackinac Wednesday morning. She had a splendid run. The Cora left Mackinac Sunday and has probably sought shelter in or somewhere about Thunder Bay, not having reached Sand Beach or the river; The City of the Straits started, but it is not likely that she went outside before the gale sprung up.

The largest chain ever manufactured is said to be in the Imperial Arsenal at Vienna. It has 8,000 links, and was thrown across the Danube in 1529 by the Turks.

FOR SALE.

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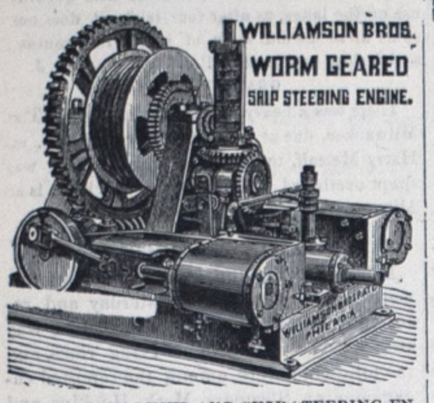
In the rear of the above Store a fine stock of the latest patterns of *Cassimeres*, Cloths, *Over Coatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $30 per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.



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FOR SALE.

THE HANDSOME NEW FORE AND AFT SCHOONer W. C. Kimball, built at Manitowoc last winter, outfit all new and complete, 65 feet over all, 17 feet 4 inches beam, 4 feet 9 inches hold. Tonnage 31, 40 Apply to A. D. JOHNSTON, Manitowoc, Wis.

YACHT FOR SALE.

SLOOP YACHT NORDEN, 45 feet water line, 13½ feet beam, in first-class sailing condition, for want of time to run, is offered for sale at a bargain. Address F. A. FINCHER, Pentwater, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

FOR SALE.

BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

FOR SALE.

A steambarge 125 thousand capacity; will carry 120 passengers, only one year old; a good twelve mile boat in the best, possible condition; will be sold reasonable and on easy terms. For further particulars inquire of MARINE RECORD, Cleveland Ohio.

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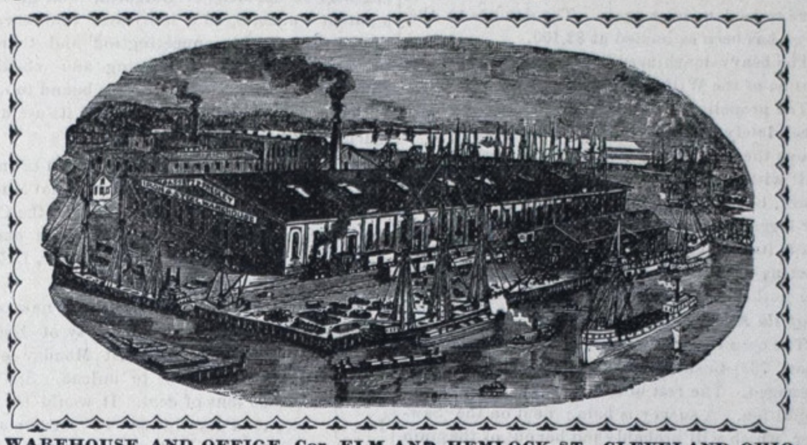

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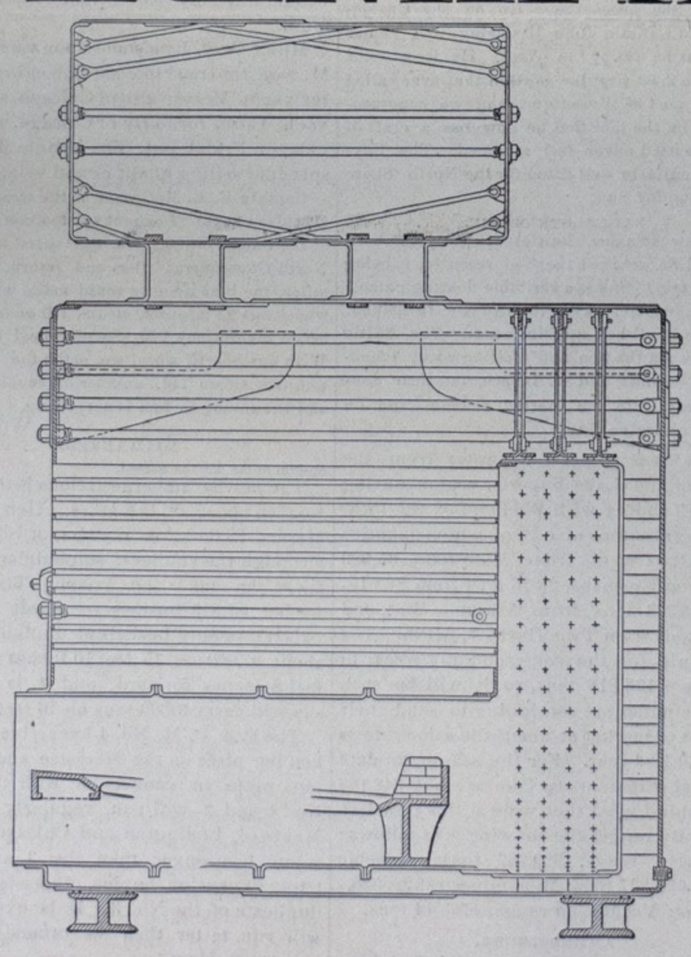

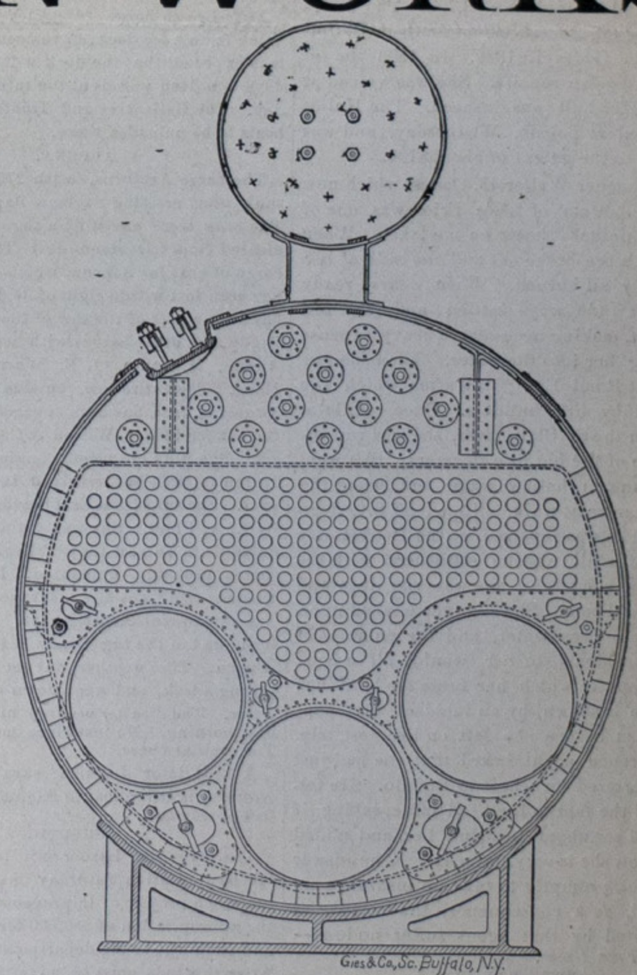

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Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 10, Toledo Ac'm via Sandusky	†11 05 A M	.....
No 10, Toledo Accom via Norwark	†11 05 A M	.....
No. 24, Buffalo Accommodation	.....	† 7 00A M
No. 10, New York & Boston, "Flyer"	.....	*11 50A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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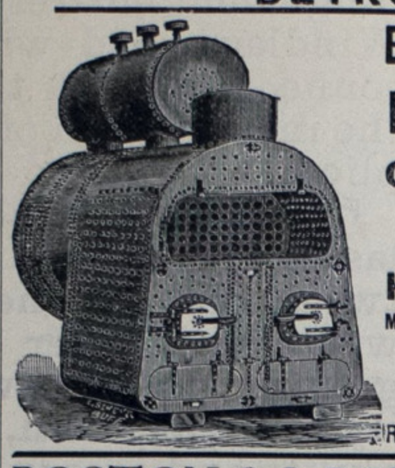

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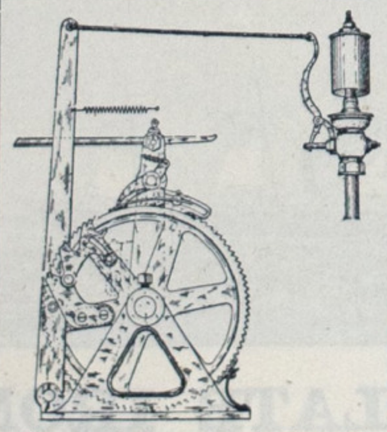

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This machine has been placed on the following steamboats during the past Year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. SANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

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Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON, } Committee.

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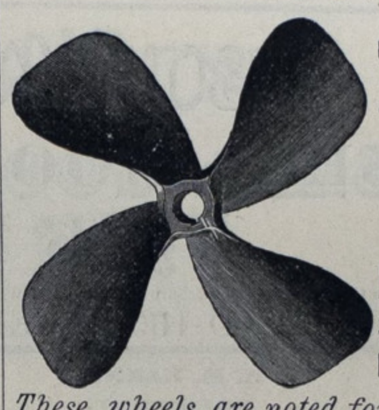

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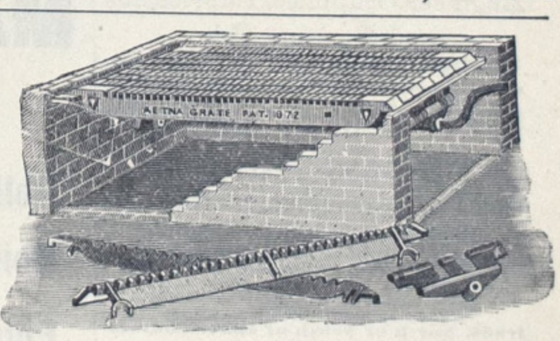

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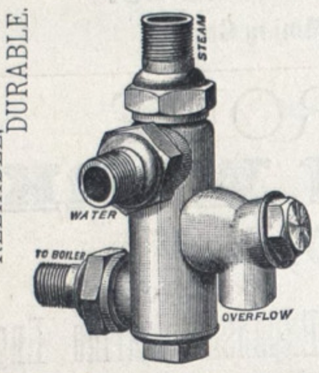

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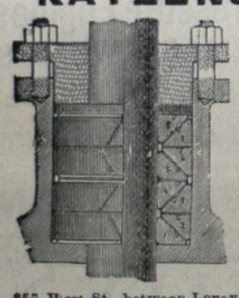

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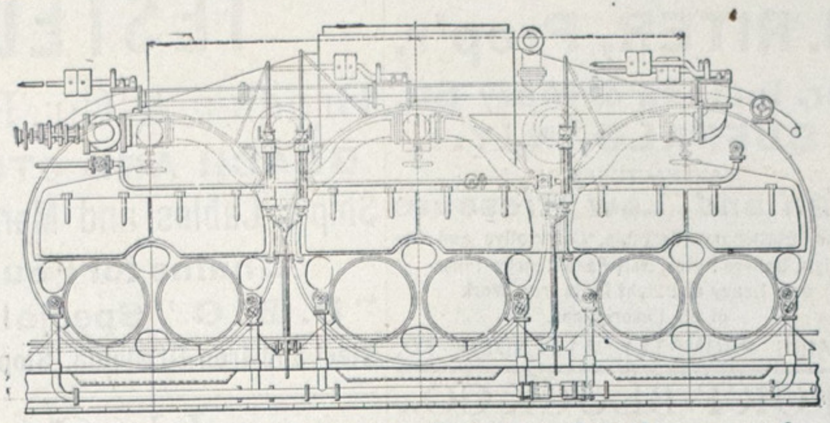

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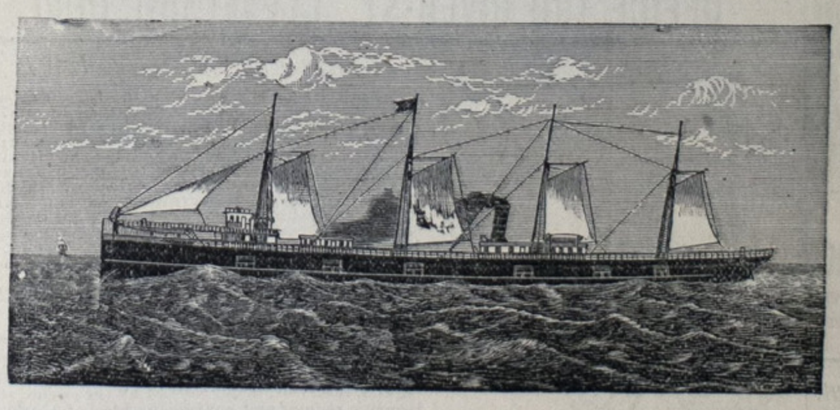

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